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MIRRELES
BLACKSTONE
DIESELS

Conqueror —still fighting

PLANS to salvage the 1,000-ton Hull freezer trawler *Conqueror* which went aground near Mousehole, Cornwall, on Tuesday last week (left) are still being made this week.

As *Fishing News* went to press on Wednesday, UK Trawlers Mutual Insurance Co. Ltd., which insures *Conqueror*, was in negotiation with a British firm to mount another attempt to save the vessel.

Commenting, Rear-Admiral Peter Branson, managing director of UK Trawlers, said: "Since a Dutch company originally involved in assessing salvage possibilities pulled out last Saturday, we have spent the whole of the New Year making arrangements for another salvage attempt."

"Already there have been many offers which have had to be evaluated."

"The measures we are taking are a race against deterioration in the weather and rising costs. The longer

Continued on page three

FLOATING MEAL PLANT PLAN FOR SPRATS

A DANISH factory ship could soon be based in Grimsby docks to process sprats for fish meal. A joint venture is being planned by Grimsby owners and agents Tom Sleight (F.S.) Ltd. and an unnamed Danish firm to launch the operation.

The winter sprat fishing is now in full swing and the move to bring in the sprat processing vessel would considerably ease pressures on processing which have again built up this season.

Both Grimsby and Hull fish meal factories have been stretched to the limit by the influx of sprats and mackerel from the south-east at roughly the same period, in addition to the routine reduction of offal. Sleight's believe the plan will prove popular among the growing numbers of Grimsby vessels currently working sprats. At present some skippers are reluctant to put to sea in case

Danes may sail factory to Grimsby

they have difficulty in unloading catches on returning to port.

The scheme involves the breakdown of fish into a semi-liquid state which would be stored in tanks and then transhipped in another vessel to Denmark for completion of the process. The use of chemicals would eliminate offensive smells.

A similar scheme, put forward in 1976 by Cosalt, for a shore-based factory on Grimsby fish docks did not receive planning permission.

Bring in banks — says HIB

PLAN for Scottish banks to assist in financing new and secondhand boats has been put forward by the Herring Industry Bank (HIB).

The grant and loan scheme which has worked well in the past needs to be updated to account of the expected recession fisheries policy and the soaring cost of fishing vessels. And Dr. Dean outlined three ways of doing it at the end-of-the-year review of the herring industry last week.

One way would be for the fish banks to come in and — which has statutory powers to do so but no money — take shares in new boats. This would be on the

basis that when the working owners paid off their loan, they would be able to buy back the bank's equity at reasonable terms.

There is also another way, said Dr. Lyon Dean, the Statutory Government Fish Authority should own vessels and hire them to selected skippers and crews. What should be considered said Dr. Dean was the success of the Scottish system of fishermen-owners and it should be retained, in part if not in whole.

A third way is for the Scottish banks to come in and — in partnership with the bank — finance new and secondhand vessels. The

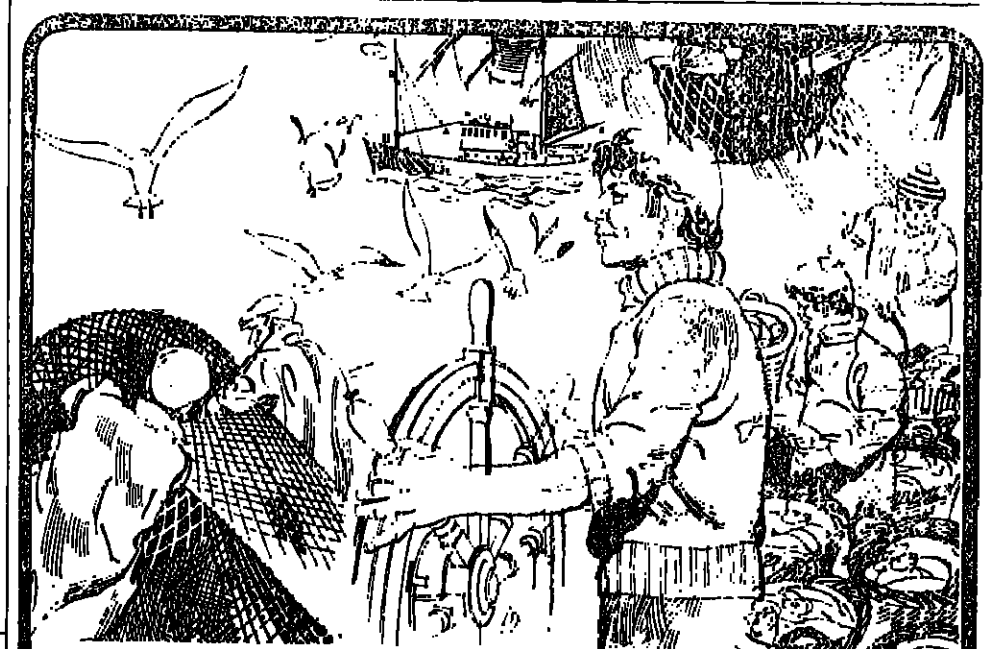
board is able and willing to use its best efforts within its statutory powers to undertake a scheme of this kind.

"If need be, we can go with our friends to the Parliamentary Committee and ask for more powers and a raising of our borrowing limits," said Dr. Dean.

The herring review for 1977 was presented against the background of the lowest catch this century by British vessels. Earnings, however, were nearly touching previous records.

Landings were around 42,200 tonnes, with an approximate value of £12.6m.

Turn to page two



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EN 1210

NEW BOATS FOR THE NEW YEAR...



IN PORT at Peterhead over the holiday waiting for her maiden trip early in the New Year was Challenger II (left), the latest Campbelltown 86 from the Campbelltown Shipyard.

Representatives from the yard showed parties of fishermen over the vessel which has been built for Skipper Andrew Strachan, previously of Challenger, and William Innes.

Another product of the Campbelltown Shipyard, the 75 ft.

seiner-pair trawler Merlewood (right), is now in the final stage of fitting out. She was named when a bottle of whisky was broken over the bow by Merle Reid, wife of Skipper John Reid who will work the boat for a Don Fishing Co. Merlewood is the second of the three-boat series.

Pictured below at the naming ceremony of Merlewood are (left to right): the piper, Mrs. Merle Reid, Skipper Reid's son and the skipper.



Air-lift

PETER CALDICOTT (44), a deckhand aboard the Grimsby middle water trawler Boston Phantom, was rushed by helicopter to a Hull hospital last week. He was later stated to be comfortable.

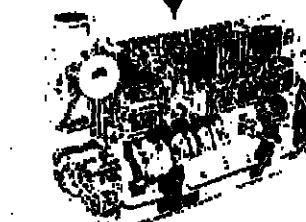
The helicopter, from RAF Leconfield, found Boston Phantom just south of Flamborough Head.

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20 boats in Humber take-overs

A BIG FISHING deal announced last Friday afternoon gave control of Grimsby small boat operators A. E. Richardson & Co. Ltd. and Allard, Hewson & Co. Ltd. to the Hull trawler owners Thomas Hamling & Co. Ltd.

Both companies were subsidiary firms of the Edinburgh company Christian Salvensen Ltd. and operated a combined fleet of 35 North Sea vessels from Grimsby.

Nearly 20 of these craft have now changed owners, while the remainder are

individually or co-owned.

It is possible that the privately-owned boats may transfer to another agency, although this move seems unlikely as Hamling has no intention of altering the Grimsby set-ups.

The new owners also announced there would be no redundancies among shore staff.

Hamling operates a fleet of seven distant water trawlers

from Hull, including four freezer trawlers.

The company has moved into the North Sea section of the industry in recent years and has already built up a fleet of some 20 vessels, mostly modern inshore trawlers. These operate from Bridlington and Scarborough under the Jack Robinson (Hull) Ltd. banner. Many of these vessels are also partly skipper-owned.

The purchase of the two Grimsby firms will double the involvement of one of Hull's oldest trawling companies in North Sea fishing.

Hamling will not be switching vessels to other ports and it will continue to operate the Grimsby agencies for foreign vessels which both companies successfully managed, especially Richardson's agency business with the Belgians.

Hamling has also acquired the rights of the netmaking businesses carried out by Richardson and Allard Heron.

The sale has been approved in principle by the White Fish Authority, the government agency making grant available to vessel owners.

The Grimsby interests of Richardson and Allard Heron were Salvensen's and direct involvement in the fishing industry. The firm has interests in fish processing in England and Scotland, and storage and pallet making operations in Grimsby.

Bring in banks

Continued from page one

The housewife was paying 225 per cent more for herring over the year. In November, Dutch and German housewives were paying £1 for a large herring.

In looking forward to 1978, Dr. Lyon Dean said his wish was for unity among the fishing industry. He hoped that the Trade and Industry sub-committee report, due to be published in the spring, would put heart into the fishing industry and unite as a food producing industry.

Dr. Lyon Dean also hoped that the producer organisations, which have succeeded so well in a short time, will learn and remember that when one is given power one also assumes responsibility.

This power should be used responsibly. In the interests not only of fishermen and boat owners but the whole of the British fishing industry, the catchers, buyers, factory employees, exporters, transport, lorry drivers, handlers and, above all, the British housewife.

'Heather' unlucky again

THE 75 FT. Cornish mid-water trawler Heather E has been blown away from her moorings as she waited for repairs following her sinking in October. She went down in the middle of the night late in October and a massive effort refloated her.

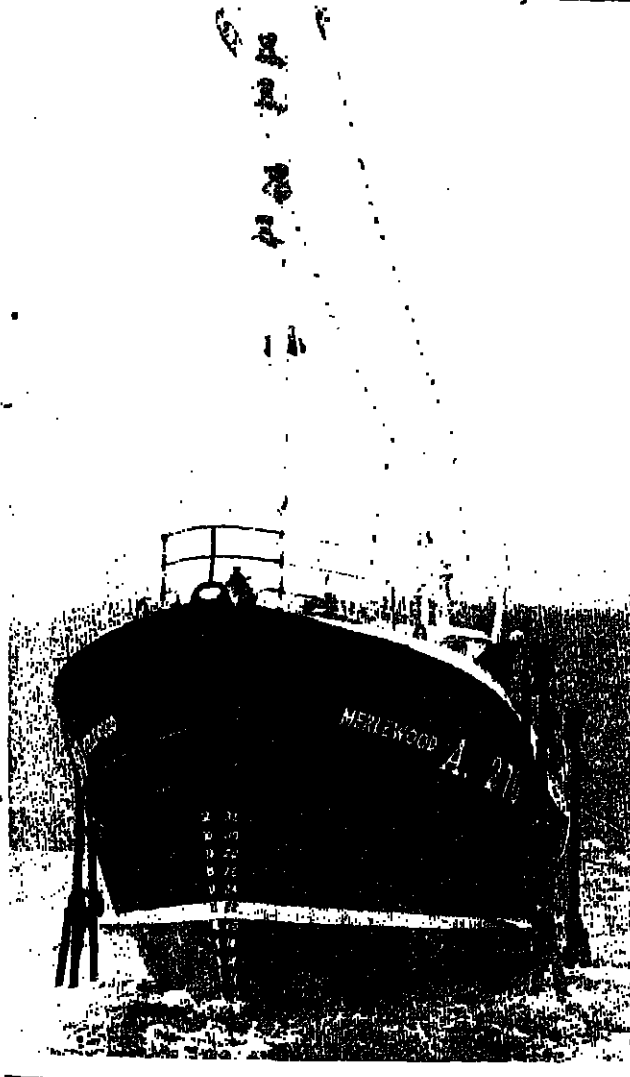
Then, just before Christmas, she was blown off her mooring at St. Mawes again in the night (see below) and ended up with her keel just 18

in, away from the rocks. A Westerly was gusting over Force 10 at the time. The alarm was raised in the middle of the night and she took a bashing on the reef, then rolled on her port side. Three starboard-side planks

were ripped half-thru and the auxiliary engine just repaired and refloated following her previous sink — was flooded again. She was off three days later Skipper John Sawle Kreischer.



CONQUEROR



COMMENT

THE NEW YEAR Honours List was notable for its lack of fishing representatives. This seems rather strange in a year which has seen the fishing industry feature more prominently in parliamentary and national press discussion than ever before in its history.

Perhaps we should not look back in sorrow but, insulate ourselves by assuming that perhaps there were so many candidates from the fishing industry, the only fair way was to ignore the lot.

So that people who have surfaced in our columns during 1977 should not feel too left out, we thought we might send them some tongue-in-cheek wishes for the coming year: FRENCH FISHERMEN: Pocket calculators to help them add up their quotas accurately. FINN GUNDELACH: To be acknowledged as new Danish Hans Christian Anderson. His fairy tales are more unbelievable than his famed predecessor.

JIM LOVIE: Edinburgh Castle. Surely the next step from Braehead.

IAN LINDLEY: A course in saying "No Comment" in eight languages. This would at least add a little variety for journalists.

GAVIN CARGILL: FEAGA grant for a new bow tie.

AUSTEN LAING: Copy of The Plain Man's Guide to English. Or as one American at a fishing conference said in answer to a question: "You sure know how to sandbag a guy, Mr. Laing."

WHITE FISH AUTHORITY: For the odd few of Sheikh Bennett's team at the Industrial Development Unit who haven't yet made it to Saudi, a copy of Arabian Nights.

JOHN SILKIN: Well, he's on a promise anyway! Still, perhaps a one-way ticket out of the country if he doesn't live up to it.

JIM SLATER: Surely, top candidate for the Red Mackerel Trophy.

Extending the ban on herring fishing in the south-west in its present form, the Government will set to be taken for another costly ride.

Already one purse seiner at Plymouth has shown how easy it is to beat the ban because the regulation only deals with 'catching' herring. The simple precaution of banning the 'landing' of herring in the south-west, the taxpayer could be saved from bearing costs of prosecutions which do not stand up in court.

Conqueror

Continued from page one

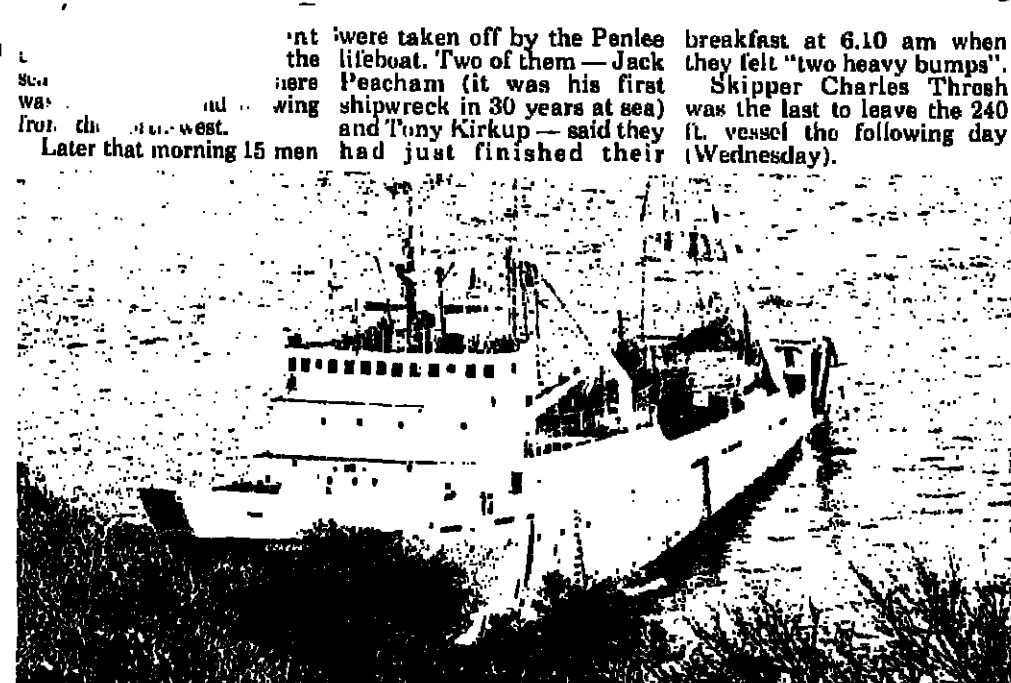
the trawler stays there the greater the damage will become and we have to watch out against any delays which might inhibit a salvage attempt.

"We would not be adopting these measures if we did not think there was a reasonable chance of salvage."

The BUT-owned trawler was on her first fishing trip from Hull following a major refit. She had left on December 13 with 27 men on board and had been fishing for mackerel. There were 250 tons of frozen fish on board.

Early towing attempts that day failed.

Right: Conqueror hard ashore near Mousehole, Cornwall. The trawler has 250 tons of mackerel aboard.



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January 1978.

SMOKED SALMON SPECIALISTS, QUICK FROZEN SEA-FOOD AND DELICATESSEN MERCHANTS

I feel a little - and unusually - ashamed. Please accept my apologies. Last October I wrote in jocular mood to tell you how I was suffering during my visit to the Shrubland Hall Health Clinic in Coddensham, Suffolk.

I told you how I complained and grumbled over being allowed only a few glasses of hot "lemony water" each day, and implied that I doubted if I would ever leave the Clinic alive. All pure - or impure - fantasy. Because I did. Leave alive. And, at the end of my week, I left with much reluctance, feeling better and fitter and more toned-up than at any other time since the war.

My mini-holiday at Shrublands was a sheer, unexpected delight; probably the most invigorating and beneficial week of my life, and I returned to Queen Anne's Gate greatly refreshed, without tension, and a damned sight fitter and slimmer than that Certain Person ... My new waistline is now 30 inches!

The luxurious pampering commences the very instant of arrival at the lovely old mansion, which is a veritable treasure chest of oil paintings, hand-made oriental rugs, antique furniture and fine chandeliers, as before the visitors' bell can be pressed the doors are flung open and a youthful retainer expresses his pleasure on your visit, and that too, of his mistress, Lady de Saumarez, who is in charge of the Hall and Clinic and personally runs both.

Within minutes I was into my dressing gown (my main attire during the next seven days) and being "seen by" Sister, Lady de Saumarez and Doctor Richard Raigh, the Clinic specialist. All three passed me fit ("Fit to drop!" Mother) and congratulated me on my unusually low blood pressure and slow heart beat, and showed generous, sympathetic understanding over my absurd claustrophobia.

Promptly at 7.30 next morning my breakfast tray was brought to my comfy, four-poster bed: grapefruit, tea, bread (one piece only), whalemeal and baked on the premises), butter and honey and, on the tray my treatment list and times for the day: 10.30 massage, 11.30 steam cabinet, lunch, rest, 2.30 sauna - with many intermittent jumpings in and out of an ice cold pool - and then just before supper at 6.30, a Yoga exercise class in the gym ... a full day, friends!

It must clearly be said that all these activities and treatments are quite optional, but none of us was so foolish as to ignore their health-giving benefits. My ideas of the more usual style of summer - or winter - break is now brought into question ... yer bum in the sun may be fun, but feeling well is small.

Food? I guessed you'd ask that. Well, what you consume during your stay is decided by the resident medical powers-that-be, based on your personal health condition and the amount of surplus tissue you would dearly like to lose. About half of us - fatties and near-fatties - were on Light Diet and consuming mostly liquids, with the occasional little yoghurt or honey treat - but nobody, while I was there, fell down and over from starvation.

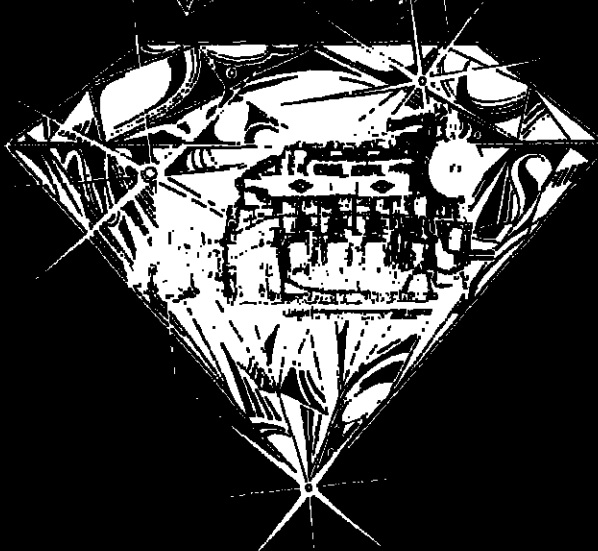
I personally was fortunate; I was on "Solid Diet", which meant a plentiful supply of vegetable broth and lashings of the most delightful looking - and tasting - salads; all vegetables from the estate gardens. And after numerous treatments and exercises, most of us privileged solid dieters swooped, like hungry vultures, on the goodies so temptingly provided; yet strangely, or perversely, as the volume of our meals increased towards the end of our stay, the less many of us were willing or able to consume. I gather our systems adjusted to our needs; generally nearly all of us took aboard much more than we should.

Do join me there for Easter week, if we can get a booking. Don't worry about being too old; one of my constant companions was Sir Robert Mayer - the famous international philanthropist and founder of the musical concerts for young people ... and he is 96.

And the ***** beat me at Scrabble!

M. Barnett of Frying Pan Alley

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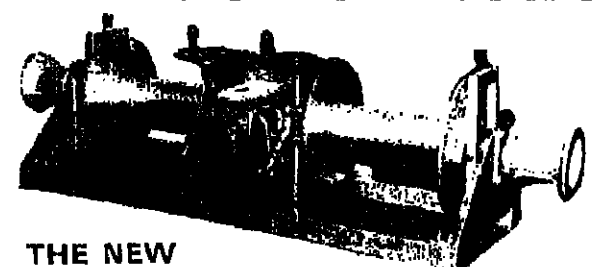
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Catching cod in the deep

"WE SHOULD be grateful for any information about the fishing gear designed for catching cod in deep water."

■ Hooks, lures and monofilament nylon lines used for catching cod in 50 fathoms or more do not differ from those used in lesser depths. The only items of gear designed specifically for deep water line fishing are reels.

Manually-operated reels available include Snella and Deep Sea reels made in Norway and the Vaga Snellan reel made in the Faroe Islands.

All these reels are deep and narrow in width so that they can be wound easily and slowly when fish are fighting immediately after being hooked, and easily and progressively faster as they cease to fight.

Normal practice when after cod, coley, ling and/or haddock in deep water is to use a 2.5 mm diameter monofilament nylon line to which are attached, in order, a swivel and sixteen 4 1/2 ft. long 2 mm. diameter nylon traces with swivels between them.

To the middle of each trace a rubber or plastic eel is attached by a swivel and short dropper. A swivel and 4 lb. lead are fixed to the end of the bottom trace.

The Vaga Snellan reel is fitted with an automatic brake. This makes tending it unnecessary while line is running out, as the brake acts to release or stop the line as required.

If fish are hooked while the line is running out, it stops, thereby providing valuable information about the depth at which fish are feeding.

A mechanically-operated reel, designed to be either belt or chain-driven, is made in Norway.

Known as the Autofisher, it lowers hooks and sinker to any depth down to 170 fm. and then begins to jig.

When a fish is hooked, the Autofisher reels in the line until the fish breaks surface. Then it stops, with the line held firmly, so that the fish can be taken off the hook.

You can set an Autofisher to jig from about 10 in. to 8 ft. and leave or render line at any given weight between 2 and 65 lb.

Deepsea reels designed for hydraulic operation are made in the Faroe Islands, Iceland and the USA. Manufacturers of the Vaga Snellan reel make a hydraulic version of it in their works at Foroyar, Norway, and Eilidi Gudjonsson makes a hydraulic version of his Elektra reel in Iceland.

The Elektra is designed primarily for fishing between 100 and 200 fm. It will work up to 500 metres of 1.2 mm Perlon line to which is attached a trace with 8-10 rubber or plastic eels and a 1-2 kg. lead sinker.

ANY QUESTIONS?

■ If YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

John Burgess' Log



"It will play large fish, always maintaining a pull of 3-10 lb. But rendering when a greater strain is put on the line."

Deep water gear made in the USA consists of a large capacity reel fitted with an hydraulic motor and a short rod. The reel holds 2,500 ft. of 150 lb. breaking strength stainless steel wire and the solid glassfibre rod is 4 ft. long.

The reels are fitted on a base designed for mounting on the gunwale or close to it. The base of the rod is hinged so that it can be lowered from upright to any angle outboard.

With an adjustable pressure relief valve which acts as a positive clutch, the hydraulic motor is designed for operation from a pump on a boat's propulsion engine.

Electronically-operated versions of the Icelandic Elektra and the Norwegian Autofisher reels are also available.

Speed of jiggling or bobbing movement of the Autofisher version can be adjusted by an external switch. When a fish takes a hook and so starts upward hauling movement, a speed of 50 rpm is automatically set regardless of the previous jiggling speed.

As on the mechanically-operated version, a green lamp indicates a hooked fish and a red one indicates that the reel has stopped with a fish on the surface.

Elektra reels are obtainable in the UK from South Western Mechanised Fishing, 37 Venn Park, Stoke Fleming, Dartmouth, Devon and Asborn Horgard Deep Sea Reels from Pegley Davies Ltd., Heston, Middlesex, Walton-on-Thames, Surrey.

The Norwegian Snella reel is made by Polyplast, per Meland, Sigurdjord and Autofisher reels are manufactured by Autofisher A/S, Nykøund.

J.K. Joensen & Sons make the Vaga Snellan reel and the hydraulic version at 3812 Midvag, Foroyar, Faroe Islands.

American deep water gear is obtainable from Big Jon Inc., 14393 Peninsula Drive, Traverse City, Michigan 49684, USA.

Feathering for cod

"I HAVE HAD some success using feathered casts for mackerel this summer and want to try feathers for cod and codling during the winter."

"I shall presumably need to use larger hooks and lines of greater breaking strength."

"What size hooks and breaking strength line would be best and where can I get them as well as feathered lures of a suitable size?"

■ Hooks size 5/0-7/0 and a six foot (1.8m) monofila-

mations of ice look like from both air and ship.

The hook is the first I have seen containing instructions on how to use hand-held calculators to solve astronomical and Great Circle sailing problems.

It also contains tables of natural sines, cosines and tangents, arranged so that all three functions of an angle can be obtained from a single entry on a simple four-function calculator.

Reed's Ocean Navigator is obtainable from nautical booksellers, or direct from Thomas Reed Publications Ltd., 98 Cuck Lane, London EC1A 9BY — price £8.50.

Where do I buy a dye?

"RECENTLY I bought some white nylon fishing nets but now find that they don't fish as well as coloured nets. I, therefore, want to dye them light green."

"Do you know where I can get a suitable dye?"

The best composition for your purpose is probably Green Cuprinol which will not only colour the nets as you want but will also protect them to some extent against deterioration.

When used for dyeing nets Cuprinol should be mixed with thinner.

Cuprinol Ltd., Adderwell, Frome, Somerset, can send you any more information.

If you ever want to dye nets, a tan colour like traditional cutched cotton herring nets, thinned Brown Cuprinol is very suitable.

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'SUFFOLK CHIEFTAIN' — SHE'S THE TOPS

LOWESTOFT'S TOP-earning trawler of 1977 is Suffolk Chieftain with a new record of £259,000 — £18,000 above last year's high set-up by St. Patrick.

Suffolk Chieftain is a side-trawler owned by Small and Co. and skippered by 32-year-old Edwin Carl Brighty. She spent 284 days at sea during the year and brought in 9,601 kits from the North Sea.

It was a double win for Skipper Brighty for he has also been presented with the award for Lowestoft's "Fishermen of the Year". A silver salver was presented by the widow of the late skipper, Ernest "Jumbo" Fiske, one of the port's outstanding personalities and top skipper on a number of occasions.

The salver will still stay in the Fiske family's possession — for in 1984 Skipper Brighty married Margaret Fiske, youngest daughter of "Jumbo".

Maurice Horabin, manager of Hobsons of Lowestoft, the managing company for Suffolk Chieftain, warmly praised

ed Skipper Brighty and his crew for their achievement.

"We are particularly pleased," he said, "that after several years of knocking on the door Suffolk Chieftain has finally made top ship."

"She has a first class crew led by an excellent skipper. They have worked as a team for many years and the title is richly deserved."

Skipper Brighty is one of the most successful of the younger skippers at the port and received his skipper's ticket when he was only 21. He served as deckhand on Suffolk Maid, under Skipper George T. Taylor, and became a third hand in little over a year.

He gave up holidays to achieve the necessary sea time for further promotion and, after getting his mate's certificate in 1966, became a skipper 18 months later.

He has held a regular command in the Small and Co. fleet ever since and has been skipper of Suffolk Chieftain for the past four years.

The salver is inscribed as perpetual memorial to Skipper Fiske — "a giant in stature, in character and in achievement."

Six nominations were made this year — the first time it has been presented — and Aubrey Moore, president of Lowestoft Fishing Vessels (Owners') Association, said they included two skippers, a mate, a third hand, chief engineer and a cook.

"This is not an award made to the champion skipper," he said. "Next year it could be won by a deckie-learner."

NEW BAGS

OVERPRINTED see-through 2lb. polybags are being introduced by Kiltie, the wholesale division of MacFisheries, for its range of packaged fish and fish products.

The first four products in this new packaging are cod and coley fillet, boned kippers and golden haddock cutlets. The new polybags will gradually replace the existing labelled packs.

Designed primarily for retail, freezer centre and cash and carry sales, the clear polybags allow the customer to see the product inside, while the over-printing boldly announces the contents for quick identification.

Salmon company back in profit

TWEED salmon net fishermen have had their best season for three years.

Berwick Salmon Fisheries Co., which lost almost £8,000 in 1976, made a £10,561 profit from a £194,500 turnover in salmon netting and marketing, plus a £9,875 profit from its frozen food marketing division where the turnover totalled almost £138,000.

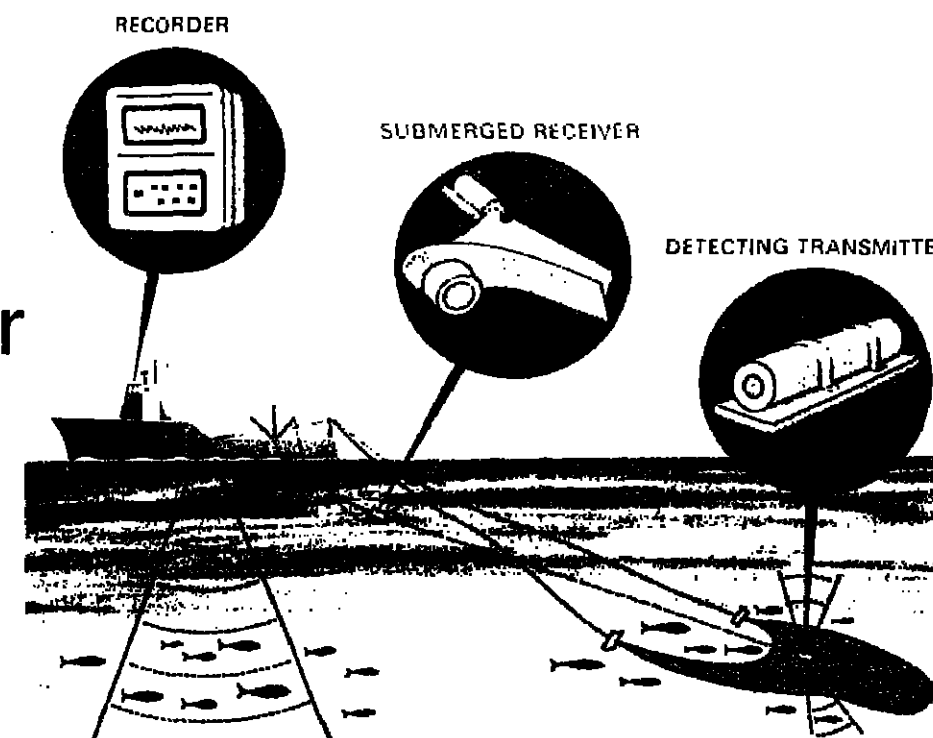
Directors are recommending a dividend of 7 1/2 per cent, the first to be paid for three years.



'Fishermen of the Year' award being presented at Lowestoft town hall. Left to right: John Balle, chairman of training committee; Mr. M. Horabin, Hobsons; Mr. P. Leighton, LFVOA; Skipper Brighty; Mr. Bradley, docks manager; Skipper Richard Fiske; Mr. T. Spurrier, Small & Co.; Aubrey Moore, president, LFVOA; and Mr. R. Prior, Boston Co.

NOW for the blue whiting

Marconi Marine's new Net Monitor NM 853T has greater range for deeper fishing



This new version of Marconi Marine's successful net monitor retains all the well-proven features of the design, but the range has been increased to give even better performance at the greater mid-water depths fished for blue whiting.

Net Monitor NM853T shows you the depth of the headline below the surface, the character and position of the bottom relative to the

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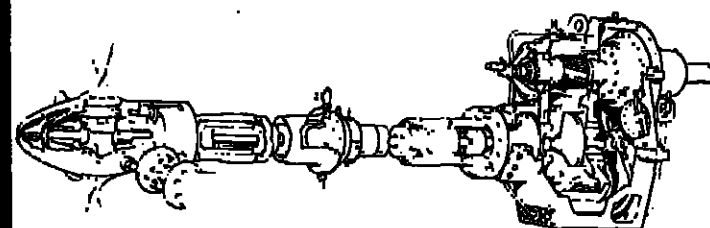
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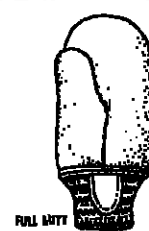
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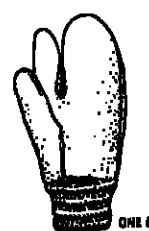
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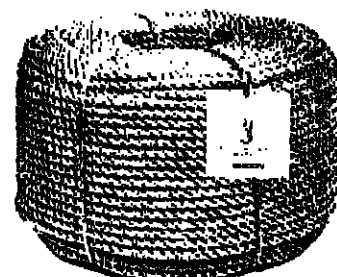
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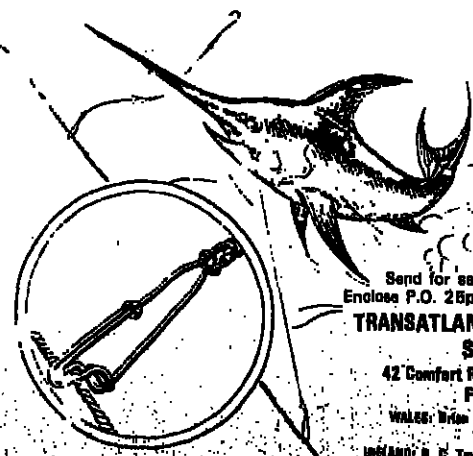
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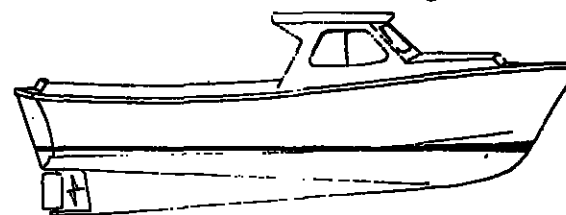
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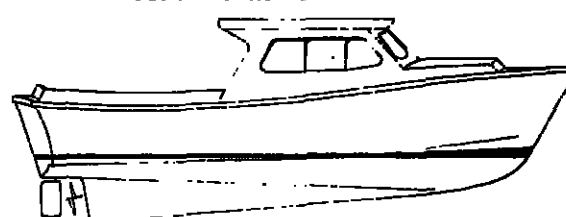
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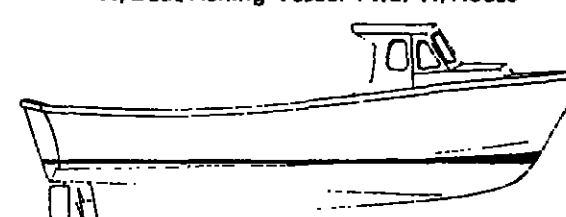
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SCOTTISH SCOOP ON EEC GRANTS

... warning on future funds

THE TRANSFER of fishing power to the North was underlined this week by approvals for EEC grant aid from the FEOGA fund. Scotland benefited to the tune of £812,455 for 10 projects while there was only one grant for an English-based boat (built in conjunction with Scottish interests) for £22,212.

Seven of the 10 successful Scottish applications were handled by the Dundee firm of Waid Morgan and Associates. Managing Director, Gavin Cargill told *Fishing News* that while he was 'delighted', there was some concern about the large number of applications not approved. 'Some of these have been carried forward to the 1978 scheme but, as far as

we know, there is not very much money available.'

Waid Morgan, in conjunction with the Scottish Fishermen's Federation will be taking up the matter with the Commission shortly.

Mr. Cargill added, that if funds dry-up, there is a fear that inshore fishermen could lose their independence in running their own boats. 'Only the big trawling concerns would have the finance available to invest in new boats.'

Fish processing plants managed to get the major

share of the grants with a total of £414,217.

The largest individual grant, of £207,750, went to the new factory being built at Breasole on the Isle of Lewis. This £1.7m project, due to come into production at the end of May, is a joint operation between the Highland and Islands Development Board and Norwegian interests.

The new factory of Whalsay Fish Processors Ltd. at Symbister on Whalsay, Shetland, was also successful with a grant £49,337. This factory, with 20 fishermen

shareholders, is the largest single employer on the island. At Eyemouth, the new Nor-Mar herring and shellfish plant run by Jack Marshall qualified for a grant of £24,860. Other fish factories at Peterhead and Aberdeen also had grant applications approved.

There were grants for five new boats and aid for improvements on a trawler based at Aberdeen. For conversion work on the former BUT trawler *Mount Royal*, £48,640 was approved for Skipper David Reid.

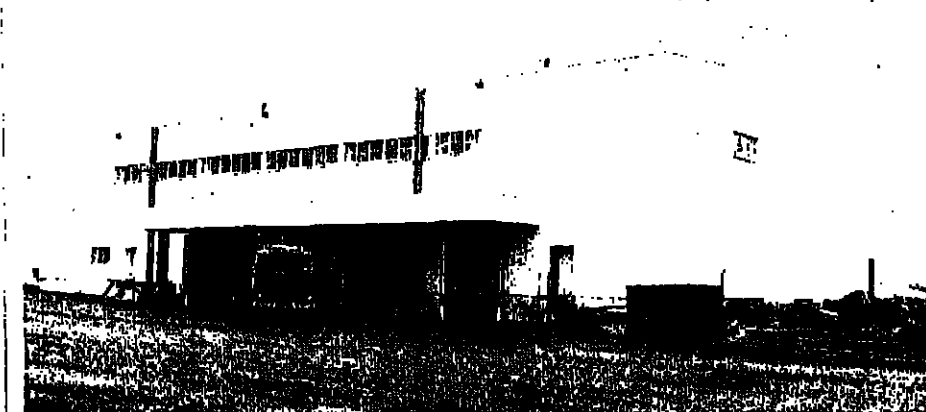
The largest individual boat grant approved went for Skipper John Thompson's new steel boat, *St. Kilda*, now under construction at the yard of Hord and Mackenzie. She will be based at Lochinver.

Other approvals were for a 55ft. vessel for Buckie skipper W. Bruce, in conjunction with the Moray Fish Selling Co., a new boat for Skipper George Moodie of Eyemouth and a vessel to be based at Ullaberry, Shetland.

The only successful application for a boat south of the border was for the 55ft. Cornish crabber *Chitic Mor* which recently started operating. This vessel was ordered by Skipper Pat Cruickford of Penryn, but a 25 per cent share of the vessel is held by the Scottish firm, Irvin's of Aberdeen.

New store

This is Selvesten's new 20,000 cu. m. cold store at La Trébeore, Boulogne (*Fishing News*, December 23/30). The new French store is to be officially opened on January 19.



OBITUARY

SKIPPER Frode Thinnessen, one of Grimsby's most respected anchor-seiner skippers, died in a local nursing home on December 20 after a long illness. He was 68.

Skipper Thinnessen was one of the pioneer skippers of anchor-seining at Grimsby and he played a prominent part in the gradual post-war development of what is now the most successful side of the catching industry at the port.

Until ill-health forced Skipper Thinnessen ashore at the beginning of last year he had commanded *Bannison*, one of Grimsby's top earning vessels, for many years as skipper-owner. He worked through the Consolidated Fisheries (Seiners) agency.

A Danish national, Skipper Thinnessen is survived by a widow and three daughters.

WILLIAM KERR, a leading figure in Milford Haven's fishing industry since the war, has died aged 69.

He began his career as a skipper but later went into the ship chandlery business. Eventually he became a trawler owner and his company, W. H. Kerr Ltd., built up one of the port's leading trawler fleets.



Skipper Frode Thinnessen, a former chairman of the Milford Fishmeal Co. Mr. Kerr retired four years ago and leaves a wife and two daughters.

FORMER chairman of the North-Eastern Sea Fisheries Committee, also chairman of the Association of Sea Fisheries Committees of England and Wales, Thomas Turner (68) has died.

He was head of the former Whitby firm of Thomas Turner and Son and his work in the fishing industry led to his name being known nationally. He had to resign from the North-Eastern SFC due to ill health.

He was keenly interested in sport and was president of Whitby Town F.C., a member of the Northern League, for 27 years.

SKIPPER Harry Farrer MBE, one of Fleetwood's most popular fishermen, has died aged 79.

He gained his skipper's ticket after service in the Royal Navy during the First World War.

For many years he sailed for the Iago Co. and it was for his seamanship and courage while in command of one of its vessels, *William Cole*, that he was awarded the MBE.

His vessel became disabled with a fouled propeller off the Scottish coast in a gale. Another ship from the same company, *Red Lancer*, commanded by Skipper John Tomlinson, went to *William Cole's* aid and eventually, after a tow had parted on a number of occasions, brought her to safety.

Skipper Farrer and the vessel's bosun stayed on deck for more than 24 hours securing the lines.

During his career with Iago he commanded the diesel trawler *Red Gauntlet* when she was top ship of the year at the port.

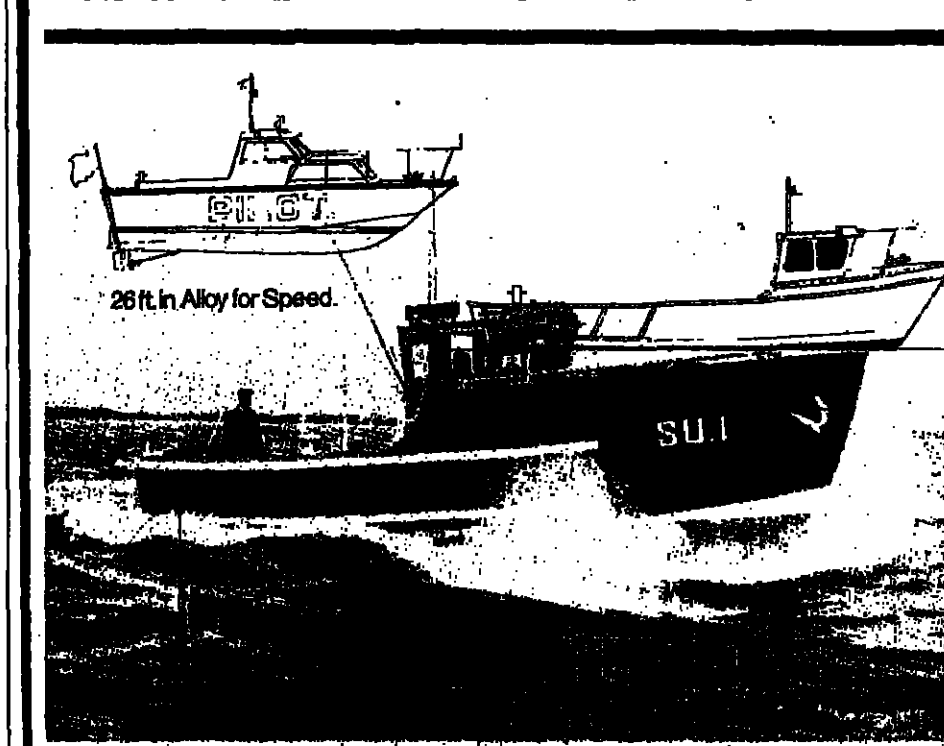
After coming ashore he became outside manager for J. N. Ward and Son Ltd. and worked until he was older than 70.

Skipper Farrer leaves a wife, six daughters, and two sons who hold skipper's tickets.

DECKHAND Herbert Southern (56) has died suddenly on board the Fleetwood trawler *Andrew Wilson* while the vessel was working off Barra Head.

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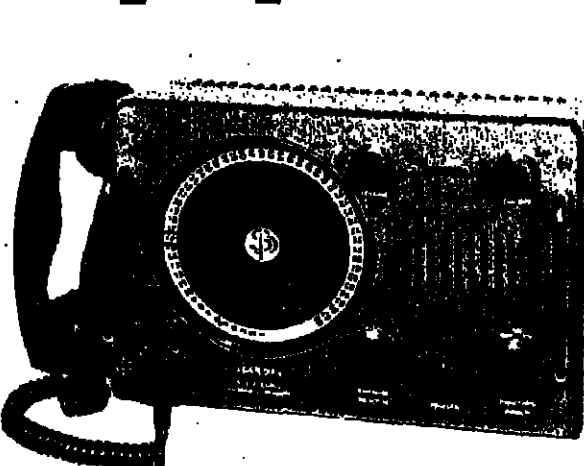
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A NEW-CLASS multi-purpose 40-footer named *Seafarer* (W135) is creating considerable interest among Irish east-coast fishermen.

She is owned by Noel McDonagh of Coxtown, Dunmore East, Co. Cork, and is 39ft. 10in. long overall, 38ft. on the waterline, 15ft. 4in. in the beam and has a moulded depth of 7ft. 4in.

The Iroko-on-oak boat has been built to a high standard by the Crosshaven Boatyard of Crosshaven to a design by G. L. Watson of Glasgow.

Seafarer has been built to the Irish Sea Fisheries Board's stringent standards and was designed with particular emphasis on flexibility of operation.

She is fitted for stern trawling, drift and tangle netting, plus gill netting for salmon. Her power unit is a Gardner 6LX, with 2.95:1

reduction, installed amidships and it develops 110 shp at 1,300 rpm to give the 40-footer a service speed of eight knots. Although designed mainly for day operation, there is spacious crew quarters forward with three berths, cooking and mess facilities.

Deck equipment includes a Fifer 1-ton trawl winch and a Hydema power block for hauling drift nets. A second steering position is mounted close to this hauler.

The sizeable forward wheelhouse is well equipped with navigational and fish finding instruments, including a Decca radar (600 and Navigator M1121 plus a Furuno 850 echo sounder. Wagner steering is fitted and an inflatable dinghy is carried.

Skipper McDonagh is full of praise for his new boat's handling and seaworthiness in all weathers, according to the designers.

AN 'easy-to-build' fishery protection vessel has been designed by Marine Services Ltd., a subsidiary of the giant P & O Group.

Primarily designed for fishery protection with 200-mile limits in mind, the new design is named *Flower Project* and is also suited to a wide range of naval duties.

The design allows for the ships to be both built and repaired in normal commercial yards. This should appeal to hard-pressed shipbuilders, also nations lacking sophisticated repair facilities.

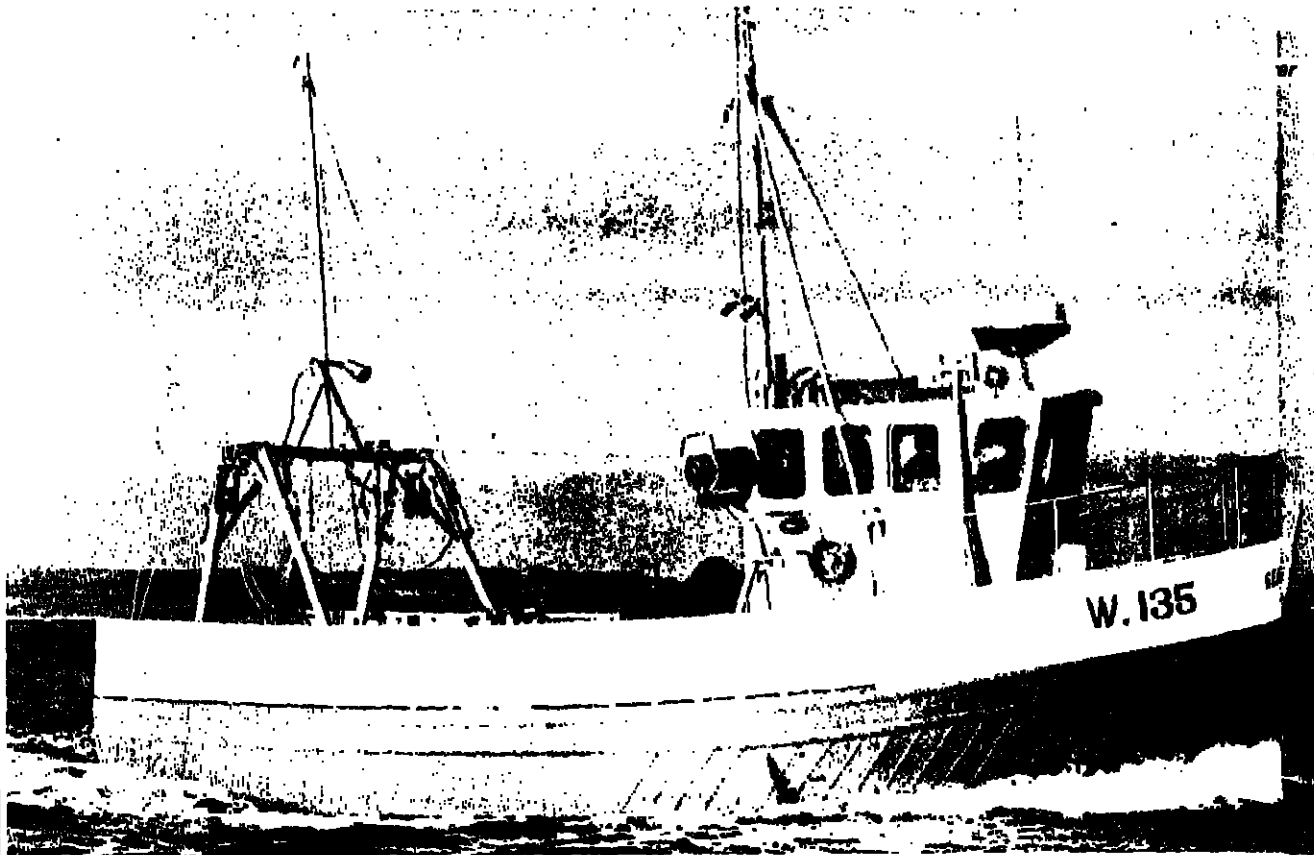
Designed length is 86 metres, with a beam of 10.40 metres and a full load draft of 3.35 metres. Displacement is around 1,400 tons and the 200-tonne fuel capacity would give a range of 1,900 miles at full speed of 22 knots (4,500 miles at 17 knots).

The main engines are medium-speed diesels of 6,500 hp, but there is an alternative of two high-speed diesels on each shaft. The main and auxiliary engines are fitted in two independent engine rooms arranged so that the ship is still serviceable

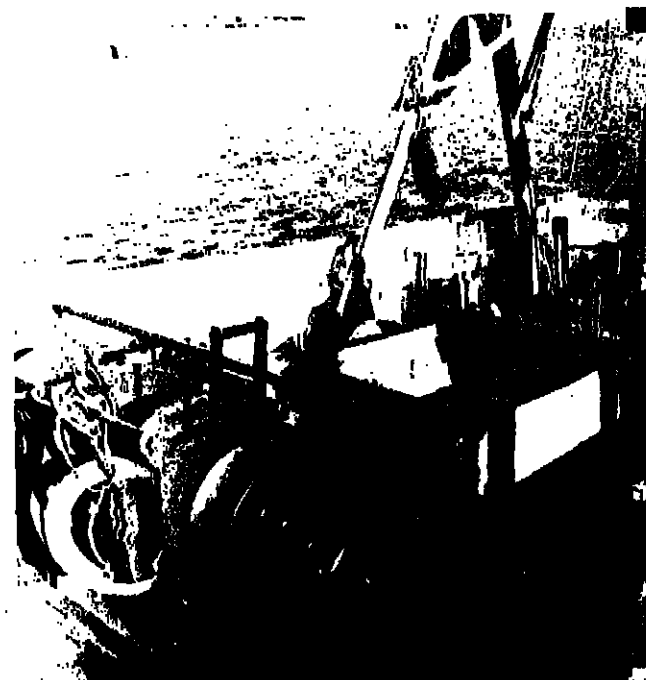
with one engine out of action. In her fishery protection role she would carry one or two helicopters in addition to two rigid inflatable boarding boats. To keep costs down a minimum of armament is specified, although it is possible to add at a later date.

The *Flower Project* is an attempt to bring a rational approach to fishery protection. It offers a versatile vessel claimed to be capable of sustaining all-weather patrols and dealing with any type of sea emergency, whilst being capable of quick conversion for a wartime role.

The comparative low cost and simplicity would be an attraction to nations finding protection costs escalating rapidly in proportion to their fish catch.



Irish yard's new-class multi-purpose boat



Deck lay-out of *Seafarer*. She is equipped for stern trawling and gill netting.

6,500 HP PATROL SHIP

Target to

THE CORNISH approach the widows and fishermen who died in the Sea Ranger tragedy.

The £4,000 mark will be local organiser, John Britton.

Money is still coming in. The Scots fishermen are tremendously well with their return home.

He has also asked in an "arm wrestling" Cornwall and Scotland.

"THE ABUNDANCE of lobsters nearly everywhere appears to have declined and stocks are unlikely to withstand higher exploitation rates."

I have extracted this statement from *Fishing Prospects 1977-1978* published by the MAFF Fisheries Laboratory at Lowestoft.

This publication has been briefly reviewed by *Fishing News*, but now that a section on shellfish has been introduced along with herring, mackerel and other fish species, I felt it was worthwhile to take a closer look.

Recorded landings of lobsters have continued to fall in England and Wales: the catch in 1975 being only 342 tonnes — the lowest catch since 1954. On the brighter side, the value increased sharply by 33 per cent and the 1975 catch was worth over £1m.

Ports in Yorkshire landed the most lobsters in England and Wales, but in 1976 the catch rate fell again and landings were down by five per cent.

Cornish lobster landings increased in 1976 to 100 tonnes as a result of fishing on previously unexploited stocks off the north Devon coast. Welsh landings continued to fall in 1975 and 1976 because of a decrease in fishing effort.

Crab landings continued their upward trend and the 1976 catch of 5,714 tonnes, worth £1,047,000, was the highest on record both in weight and value. The Devon fishery continues to produce the largest quantities: 88 per cent of the total for England and Wales was landed there in 1976.

Processing

Landings of crabs from the North Sea increased, too, but only the Norfolk coast fishery showed improvement in catch rate.

In general, crab catches have continued to increase, particularly in the south and south-west of the country where there are a number of well-equipped modern processing plants to deal with the crabs, which are of ideal quality.

Elsewhere in the country, particularly Wales, stocks have been under-exploited in recent years and the future level of exploitation is dependent on market demand.

At present half the landings of Nephrops in England and Wales are caught off the north-east coast.

North Shields is the major port although, since 1966, substantial landings have also been made at Seahouses, Amble, Blyth and Hartlepool.

The fishing is by trawlers ranging from 40 to 85ft., with a few landings being made by local seiners and foreign vessels.

Stable

In recent years the tendency has been for the main effort by local vessels to be concentrated on Nephrops during the last and first quarters of the year (September-February).

In addition visiting Scottish vessels, mainly from the Firth of Forth, also work off the Northumberland coast at this time of year and land at English ports.

Catches have been stable during the last few years and landings at North Shields in 1975 totalled 368 tonnes, a 35 per cent increase on the 1974 catch.

The 1976 season was good with a further increase in catch to 427 tonnes. The

value of the landings rose by 30 per cent to over £250,000.

During a research cruise to the Farne Deep, off the Northumberland coast, by the Ministry research vessel *Cione* in November 1976, some 1,000 Nephrops were

claw-tagged and returned to the sea outside the most heavily worked area of the fishery. Only five of these were later recaptured.

This showed that Nephrops can move distances ranging from ten to 20 miles — further than previously thought.

The shrimp fishery in The Wash is still producing large quantities of pink shrimps, whereas stocks have declined in other parts of the country.

They no longer feature in the landings at the Thames and Morecambe Bay.

Record

Since The Wash fishery collapsed in the early sixties, landings of shrimps at King's Lynn have shown a steady recovery. In 1975 landings reached a record level of 512 tonnes.

Pink shrimp catches in The Wash are related to water temperatures which seem to have a major influence on the abundance of shrimps in this area.

While it is not clear whether this influence is direct or applied through an effect on food or predation, it has been demonstrated that fishery landings can be correlated with water temperature.

Water temperatures seem to have more influence where a shrimp species is near the limit of its geographical range.

In eastern England, The Wash fishery for pink shrimp is at the southern end of the species distribution. In this fishery there appears to be an inverse relationship between landings of one-year-old shrimps and the water temperature in the previous year.

Over the past 25 years high landings in this fishery have been generally associated with below-average water temperatures. The highest mean values of water temperature occurred at the time when the fishery collapsed in 1961-62.

Decline

Based on water temperatures taken at Smith's Knoll Lightvessel, the mean water temperature rose from 10.1 deg. C in 1974 to 10.65 deg. C in 1976, which pointed to the fishery declining by about 30 per cent to around 350 tonnes in 1976.

Landing statistics for the first eight months of 1976, which cover the most important months for shrimp fishing, show a fall from 434 tonnes in 1975 to 320 tonnes in 1976 — a reduction of some 26 per cent.

1976 saw a tremendous boom in the scallop fishery, with the first-sale landings of scallops and queens in England and Wales exceeding £2 million.

A stable, healthy market has encouraged exploratory fishing away from traditional areas with resulting high yields from previously unexploited beds.

Much of the seasonal aspect of the fishery, with heavy landings in the summer months, has gone. However, a reduction in fishing effort is still noticeable in late summer, especially in the eastern Channel.

There is no evidence that all available stocks of scallops have been located and ex-

ploited, and new fishing areas are frequently found.

In the long-term the characteristic irregular recruitment of scallops are likely to impose a cyclical pattern on future fisheries.

The possibility of levelling out fluctuations in stock by "re-seeding" and cultivation is being investigated by a number of commercial concerns, MAFF and other research bodies.

Native

The annual landings of native oysters from the traditional fattening beds off east and south-west England have shown only gradual improvement over the past ten years. This is despite the vigorous revival of a recruitment fishery in the Solent since 1972.

While production of mature oysters has remained relatively static, the total weight and value of all oysters produced in England and Wales has increased due to exports of immature oysters from the Solent.

This export trade has

shell fish chat

developed because of a shortage of all sizes of oysters in France following mortalities caused by disease.

Oyster fishing has assumed great importance to inshore fishermen in the Solent area. Landings of all fish and shellfish from this area were worth £250,000 at first-sale in October 1976; 83 per cent of this value being from the sale of oysters.

Following good recruitment in 1975, production from the Solent area should remain substantial into 1978. However, due to the very high prices now obtainable for im-

mature stocks, fishing effort is bound to remain intense, and breeding stocks could rapidly be reduced should a recruitment failure occur.

Recruitment of spat in Cornwall's River Fal was very good in 1976 for the first time in ten years. Improved quantities of oysters for relaying in fattening beds are anticipated.

There is keen interest in hatchery-reared native oyster seed for re-stocking grounds. However, the economically viable large-scale husbandry techniques necessary to grow small seed to a size suitable for relaying on the ground have yet to be demonstrated.

Production

Until hatcheries are able to produce native oyster seed consistently and in quantity, the industry is reluctant to make large investments in purchasing small native oyster seed and the equipment to culture it.

Production of the Pacific oyster seed (*Crassostrea gigas*) from hatcheries has

been more successful and supply exceeded demand in 1976.

However, production of mature Pacific oysters has not reached a very high level, although accurate figures are not easily obtained.

Conditions

It has become apparent that the better fattening grounds for the native oyster often do not provide suitable growing conditions for the Pacific oyster.

Production of the Pacific oyster is now concentrated on the Norfolk and Suffolk coasts, also on the west and south-west coast of England and Wales.

Current production of Pacific oysters in the British Isles is estimated to be about 24 million (150 tonnes) with prospects of this being doubled each year until 1980.

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'Dane' in lead

THE Hull-based BUT trawler *Dane* has replaced *Orsino* as leader in the 1977 British Freezer Trawler Challenge Competition.

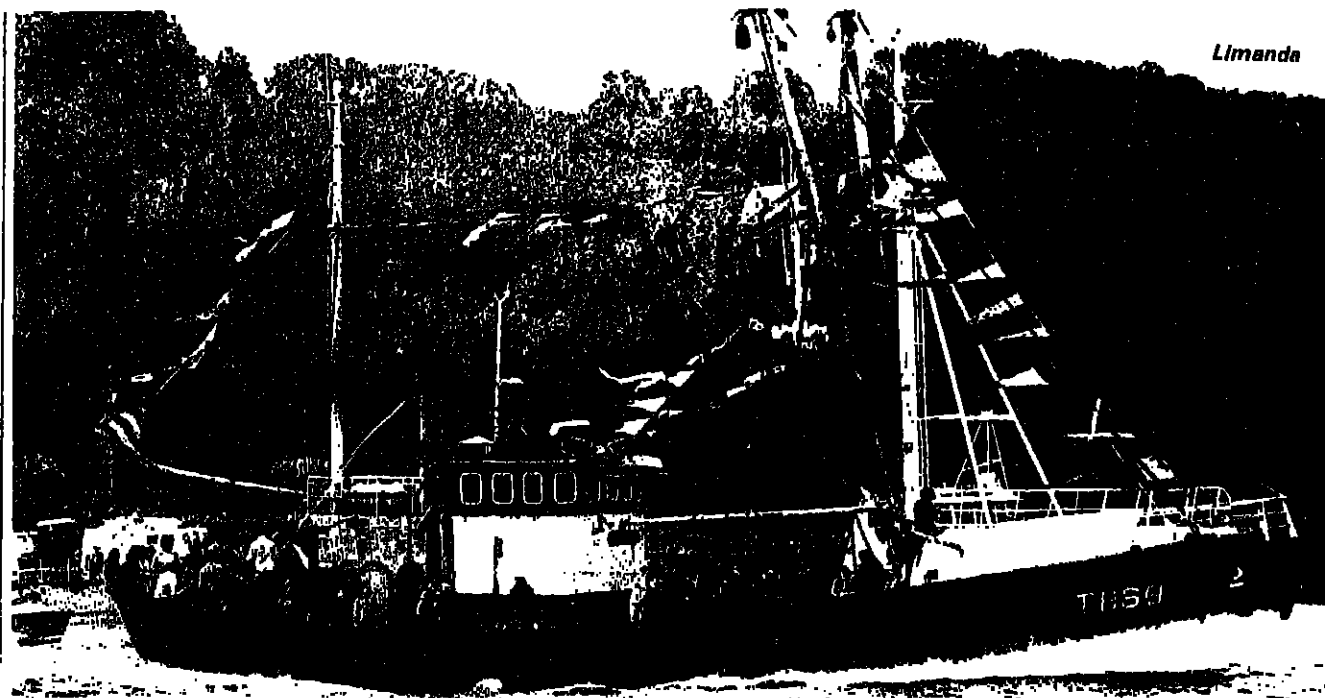
Dane, which was lying second 1,261 points behind *Orsino* is 3,690 points ahead in the latest results list to the end of September.

Orsino recently returned to Hull after fishing mackerel and is to leave the Humber shortly to work from Australia.

Although results for the 1977 competition have been declared for nine months of the year, there is still uncertainty over which ship will win the Dolphin Bowl.

The latest table (below) covers the position to the end of September.

Position	Vessel	Tonnes	Points
1 (2)	<i>Dane</i> (BUT)	1919.0	28,695
2 (1)	<i>Orsino</i> (BUT)	3181.6	28,063
3 (6)	<i>Arctic Gulliard</i> (Boyd)	2676.5	26,137
4 (8)	<i>Arctic Buccaneer</i> (Boyd)	1709.4	25,488
5 (9)	<i>Farnella</i> (Marr)	1772.1	25,425
6 (5)	<i>Arctic Freebooter</i> (Boyd)	1782.6	25,169
7 (7)	<i>Princess Anne</i> (Boston)	2757.0	25,117
8 (3)	<i>Southella</i> (Marr)	1782.6	24,434
9 (10)	<i>St. Jasper</i> (Hamling)	1703.3	23,670
10 (4)	<i>Northella</i> (Marr)	1818.4	23,396
11 (11)	<i>St. Jason</i> (Hamling)	1680.9	22,872
12 (13)	<i>St. Jerome</i> (Hamling)	1625.8	22,117
13 (12)	<i>Sir Fred Parkes</i> (Boston)	1421.9	21,721
14 (14)	<i>Kirkella</i> (Marr)	1472.8	20,793
15 (17)	<i>Junella</i> (Marr)	1447.3	20,117
16 (20)	<i>Swanella</i> (Marr)	1492.2	20,084
17 (15)	<i>Arctic Raider</i> (Boyd)	1350.7	20,054
18 (18)	<i>Kurd</i> (BUT)	1481.1	20,046
19 (16)	<i>St. Benedict</i> (Hamling)	2396.3	20,017
20 (10)	<i>Invincible</i> (BUT, GY)	1231.2	19,874



Devon boat sold to Australia

TEIGNMOUTH trawlerman Reg Matthews has sold his boat *Limanda* and she will be sailing 11,000 miles to her new base in Australia.

Last week she was being prepared for her journey halfway around the world.

The new owner of the 72ft. trawler is John Reynolds, formerly from Ireland, who has been fishing from Australia for several years.

He returned to Europe to buy another trawler because there were no suitable craft in Australia. He searched all over Ireland, England and France before finding *Limanda*.

Skipper Reynolds has recruited a crew of four from Falmouth to sail the trawler to Australia, but he will fly home and meet the boat at Perth.

Limanda will fish from Eden, a port midway between Sydney and Melbourne.

Skipper Reynolds said: "She is an ideal boat for Australian waters. She is strong and I have no qualms about her making the long journey. It should take about ten weeks."

"I looked at dozens of boats all over the place before finding *Limanda*, which was originally built in Holland.

"The Australian fishing industry is a long way behind Europe and there is a great deal of potential for a boat like *Limanda*."

"It is a much more economic proposition for me to come to Europe, buy a boat here and have her sailed back. A similar boat constructed new today would cost me about half-a-million pounds."

HERRING BAN GOES ON

THE herring fishing ban in the Celtic Sea, Bristol Channel and the western English Channels has been continued.

A new order came into force on January 1 to supersede an existing order which expired on December 31.

It was decided to continue the ban on herring fishing following a meeting of the EEC council of fishery ministers between December 5 to 7.

The ban applies to the area inside British fishery limits lying between 48°N and 52°30'N and between 2°W and 9°W — the ICES statistical areas VII 'e', 'f', 'g' and 'h' and the southern part of area VII 'a'.

FOUR English south coast inshore boats are now based at St. Mawes, Cornwall, to fish mackerel following falling catches locally. They include *Buccaneer* (Mudford) and *Happy Return* (Lymington).

fishing news

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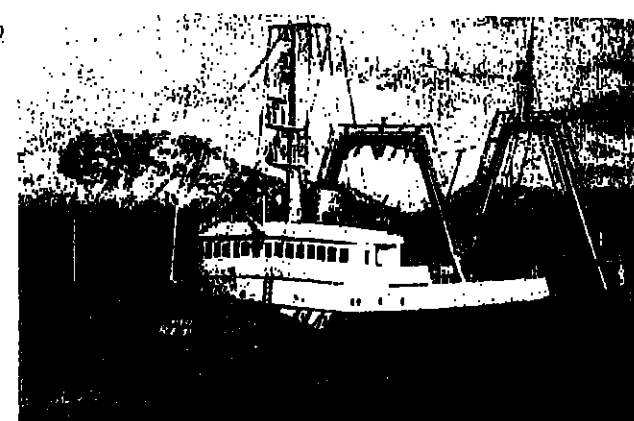
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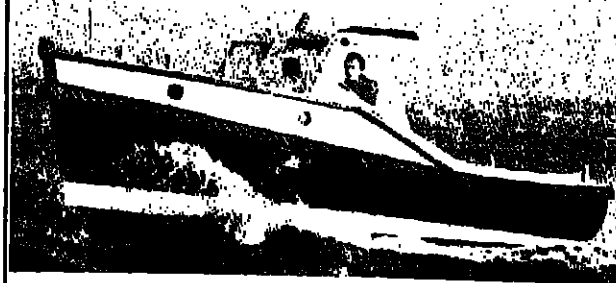
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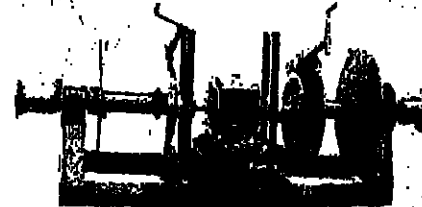
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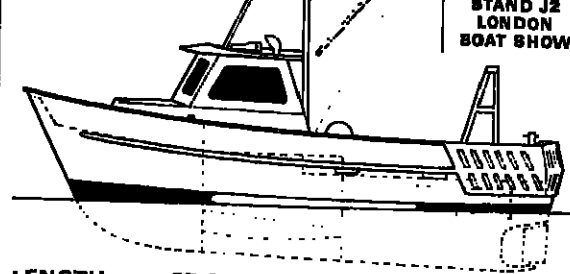
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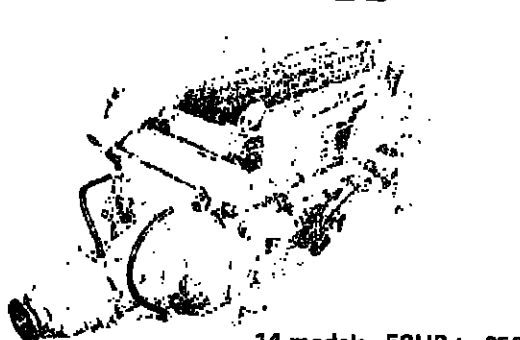


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PORT MARKETS

FRIDAY, DECEMBER 30
DUBLIN

119 boxes mainly from Dunmore East. Prices: clabs, 50p/64p; cod, 40p/44p; codling, 42p/46p; per lb; ray, £16/24; per box.

CLARKWOOD

-£ 1/2m YEAR

THE FIRST Aberdeen trawler to earn over £1m in one year is the stern trawler Clarkwood.

She became the port's top trawler for 1977 by grossing £322,883 under Skipper Stuart Thompson. She is owned by the John Wood Group.

Runner-up in the landings league at Aberdeen is *Gramplan Monarch*, which at the end of last year made a record grossing of £89,000 for two half-landings over 26 days.

Pollution problem

DEVON SEA Fisheries Committee wants to extend its area to take in a polluted stretch of coastline.

The committee hopes to regularly slice the north and west problem coastlines of the Bristol Channel to control pollution.

It was said at the committee's latest meeting that some water is so poisoned

TUESDAY, JANUARY 3
FLEETWOOD
Prices: English shelf cod, £22/23.50; haddock, £20/24.50; ling, £20/24.50; dogfish, £15/19.75; megrim, £24/28; monkfish, £47; roker, £30/34.50; whiting, £25/24.50; gurnard, £14/15; conger, £15; per 10 lb kit.

TOP LANDINGS

GRIMSBY
Week ending December 23

Distant water
£28,700: *Vivaria*, BUT (Sk. R. Kurz), 948k, BI/N, 29 days.
£26,461: *Northern Reward*, BUT (Sk. E. Hall), 925k, BI/N, 26 days.
£25,163: *Ross Rodney*, BUT (Sk. L. Edwards), 963k, BI/N, 26 days.
£16,764: *Ross Kashmir*, BUT (Sk. J. Brechin), 727k, BI/N, 28 days.
£9,577: *Ross Kelvin*, BUT (Sk. W. Wilson), 494k, BI/N, 28 days.

Middle water
£16,392: *Ross Tiger*, BUT (Sk. D. Avery), 665k, W, 17 days.
£14,649: *Ross Juno*, BUT (Sk. J. Hudson), 581k, W, 16 days.
£13,156: *Boston Halifax*, Boston (Sk. C. Newton), 619k, W, 16 days.
£13,067: *Ross Clvet*, BUT (Sk. A. Redpath), 430k, F/W, 18 days.

North Sea
£13,440: *Tokio*, Taylor (Sk. C. Drewery), 619k, 14 days.
£6,736: *Lemberg*, Lindsey (Sk. H. Pexman), 160k, 11 days.
£5,436: *Lepanto*, Lindsey (Sk. C. Nichols), 140k, 12 days.

Selmers
£7,259: *Anne Scott*, Jubilee (Sk. M. Dam), 263k, NS, 19 days.
£2,188: *Carlo*, Jubilee (Sk. G. Hansen), 103k, NS, 23 days.
£1,418: *Brizlee*, Consol (Sk. T. Christensen), 86k, NS, 8 days.
£1,009: *Christen Bank*, Jubilee (Sk. T. Larsen), 47k, NS, 23 days.
£795: *Scatha*, Chapman (Sk. L. Dam), 36k, NS, 21 days.

Pair teams
£20,762: *Margrethe Bojen* (Sk. J. Bojen), 679k, and £17,501: *Frances Bojen* (Sk. J. Richardson), 573k, both NS, John R., 13 days.

£5,261: *Helen Getsen*, Allard Hewson (Sk. M. Josefsen), 184k, and £3,624: *Melissa Louise*, Richardson (Sk. E. Collins), 127k, both NS, 9 days.

Gill-netter
£9,236: *Wardley*, Consol (Sk. E. Loe), 186k, NS, 7 days.

HULL
Week ending December 23

£21,452: *Ross Orion*, BUT (Sk. G. B. Boyce), 656 k, WS, 23 days.
£20,791: *Ross Leonis*, BUT (Sk. D. Paterson), 735 k, BI, 28 days.
£20,328: *Ross Sirius*, BUT (Sk. D. Whiting), 633 k, BI, 26 days.
£18,709: *Kingston Beryl*, BUT (Sk. B. Obridge), 625 k, BI, 26 days.
£17,591: *Lord St. Vincent*, BUT (Sk. A. E. Start), 525 k, WS, 28 days.
£16,593: *Falstaff*, BUT (Sk. L. Godman), 536 k, BI, 26 days.

Selmers
£3,822: *Sonderborg*, Boston (Sk. G. Johansen), 138 k, NS, 16 days.
Week ending December 30.
£31,210: *Ross Altair*, BUT (Sk. A. Osler), 844k, NC, 25 days.

FLEETWOOD
Pair teams
£22,970: *Norina* (Sk. A. Hay), 783k and £22,170: *Idena* (Sk. V. Dingle), 629k, both Marr, 15 days.

Homewater
£12,232: *Gavina*, Marr (Sk. D. Geddes), 783k, 14 days.
£13,459: *Wyre Revenge*, Wyre (Sk. H. Peek), 748k, 15 days.
£12,040: *Wyre Defence*, Wyre (Sk. R. Slapp), 580k, 18 days.
£8,410: *Rosamonda*, Ward (Sk. K. Beavers), 294k, 16 days.
£3,151: *Andrew Wilson*, Hazael (Sk. J. Banks), 185k.

LOWESTOFT
Week ending December 23
£12,412: *St. Nicola*, East Coast (Sk.

F. Elsom), 431k, NS, 12 days.
£9,854: *St. Mark*, East Coast (Sk. J. Kelly), 277k, NS, 12 days.
£9,483: *Oulton Queen*, Talisman (Sk. A. Hutchinson), 350k, NS, 12 days.
£9,469: *Barnby Queen*, Talisman (Sk. C. Craig), 280k, NS, 12 days.
£8,924: *St. Rose*, East Coast (Sk. S. Jonas), 304k, NS, 12 days.
£8,916: *Bentley Queen*, Talisman (Sk. A. Gill), 269k, NS, 11 days.

NORTHSHIELDS

Week ending December 23

£11,486: *Ben Meadie*, Irvin (Sk. A. Coe), 42,965 kg, NS, 11 days.
£9,308: *Ben Strime*, Irvin (Sk. E. Longhorn), 23,686 kg, NS, 11 days.
£7,133: *Ben Glas*, Irvin (Sk. S. Shearer), 26,383 kg, NS, 9 days.
£6,816: *Christine Nielsen*, Irvin (Sk. C. Ellis), 16,915 kg, NS, 2/4 days.
£6,549: *Ben Chourn*, Irvin (Sk. T. S. Jamieson), 19,205 kg, NS, 8 days.
£4,879: *Fruitful Harvest*, AF (Sk. C. Horn), 9,155 kg, NS, 3 days.

GRANTON

Week ending December 23

£14,568: *Arctic Invader*, Liston (Sk. J. Robb), 730 c, NS, 10 days.
£8,059: *Arctic Crusader*, Liston (Sk. P. Wanless), 403 c, NS, 11 days.

Week ending December 31

£14,245: *Arctic Explorer*, Liston (Sk. J. Banyard), 625 c, NS, 13 days.
£11,947: *Arctic Brigand*, Liston (Sk. A. Wood), 533 c, NS, 12 days.
£8,374: *Arctic Attacker*, Liston (Sk. I. Smith), 335 c, NS, 10 days.

KEY: BI Bear Island; BS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westaries; WC West Coast; WS White Sea; SK Skipper; k kits; c cwt; kg kilo.

Seiners join NFFO

A MEETING of representatives of the Grimsby Seiners' Association, together with the Humber-side Share Fishermen's Association, was held in Grimsby on Tuesday.

The men were discussing forthcoming affiliation with the new National Federation of Fishermen's Organisations. Attendance was rather disappointing, but there were some lively exchanges. After a full discussion and explanation of the issue, both associations voted in favour of affiliation.

No increase on fish dues

WHITBY harbour committee has approved increases for harbour services of about 10 per cent, but there is to be no similar flat rate increase in fish dues.

Eric Johnson, finance director, told the committee that the harbour is already getting a better return on fish due to buoyant markets. Fish dues are already the subject of an appeal by fishermen.

BACK AT WORK

LANDINGS are due to restart at Lowestoft on Monday following one of the longest Christmas and New Year breaks in the history of the port.

All the trawler fleet was tied up in harbour over the holiday period and the first five returned to the grounds on December 29. Another five sailed on the last day of the year, while 18 more left on Wednesday. The first trawler is due to land next Monday.

GLOOM RULES AT GRIMSBY

THERE WAS very little Christmas cheer for Grimsby trawler owners in the four-day trading session before the port closed on December 22 for a 13-day Christmas and New Year break.

Distant water losses by five BUT vessels landing were amongst the worst of 1977 and, with continued slack fishing on the near and middle water grounds, the owners had very little to celebrate.

The only consolation for the port came from the small boat operators, where the top pair team of *Margrethe Bojen* and *Frances Bojen* picked up a very useful combined grossing of £38,203 from 1,252 kits of quality North Sea codstuffs.

The anchor-seiner *Anne Scott* pulled in £7,259 from 283 kits of mixed haddock and cod, while the gill-netter *Wardley* topped £106,000 for the year after a £9,236 grossing. She had 198 kits of sparkling North Sea cod after a seven-day trip.

Nothing, however, could hide the gloom of the trawler operators. At the end of another harrowing year the shakey markets on the final four days really added insult to injury.

Yet again there was the unhappy sight of fish remaining unsold and going over the tip to the fish meal plant. Top earning vessel was BUT's big distant water *Vivaria* (Skipper Roy Kurz)

which could amount to breaking the quota by as much as 13,000 tons.

Irish fishermen in the north-west, where Killybegs and Burtonport are the main ports, have exceeded their quota of 6,500 tons by 2,000 tons — and their illegal catch has been worth about £700,000.

Off Galway 1,500 tons of herring has been illegally caught.

At the weekend Irish fishermen attended a national meeting and expressed no confidence in the Irish minister for fisheries, passing a motion to this effect.

They were particularly critical of the Dutch, who they said are making a mockery of quotas by regularly breaking them.

After the meeting the minister, Brian Lemhan, appealed to fishermen to wait for the outcome of the EEC Council of Ministers' meetings in Brussels on January 18 which will discuss Ireland's 50-mile limit claim.

The IFO spokesman said that Irish fishermen are no longer prepared to agree with conservation measures which do nothing for them, but provide more fish for Continental fishermen.

The minister said on Wednesday that the 1977 herring returns are not to hand yet, but any over fishing would be marginal — just a couple of hundred tons. He has extended the Irish Sea herring ban until January 31.

Just three vessels — BUT's *Ross Kelly*, Consol's *Barnsley* and Boston's *Boston Comanche* — were on the distant water grounds, although former distant water ships *Ross Kipling* and *Notts Forest* got away in company with Taylor's *Ogano* and *Nanao* on December 21.

Not one distant water wet fish trawler left the South

show will remain open until January 23.

In the picture above museum curator Gordon Clarkson (extreme left) shows visitors around the exhibition with the help of museum guide, former fisherman John Dolg.

THE SCOTTISH Fisheries Museum in Anstruther is holding a festive season exhibition called "Herring Fishing — The Good Old Days".

The exhibition has old photographs and press cuttings of boats and ports.

The show will remain open until January 23.

In the picture above museum curator Gordon Clarkson (extreme left) shows visitors around the exhibition with the help of museum guide, former fisherman John Dolg.

with a modest £28,711 from 948 kits. This included over 720 of codstuffs after a long 29-day Bear Island and Norway coast trip.

This class of vessel needs around £2,000 a day as the break-even figure and so she finished off the year on a very disappointing note.

There were similar setbacks for BUT's *Northern Reward* (£26,636 from 925 kits in 26 days); *Ross Rodney* (£25,179 from 983 kits in 26 days); and *Ross Kashmir* (£16,782 from 787 kits in 28 days).

Ross Kelvin came a real cropper from a 28-day trip split between Bear Island and the North Sea grounds. She

produced just 494 kits, mainly cod, which sold for a Scrooge-like £9,566.

The middle water trawlers *Ross Tiger*, *Ross Juno*, *Gillingham*, *Oakso*, *Hondo* and *Carlisle* all saw fish — most dogs — go unsold.

Best tripper here was BUT's consistent money spinner, *Ross Tiger* (Skipper Dennis Avery), with a 666-kit landing worth £19,456.

There were more tales of woe in this section, however. It was another bad week for Consolidated Fisheries' former distant water ships *Real Madrid* (£8,556 from 252 kits in 14 days) and *Gillingham* (£9,720 from 464 kits in 16 days).

Geddes), which made £18,232 from 783 kits.

There were good grossings for the side trawlers *Wyre Revenge* and *Wyre Defence*. *Revenge* (Skipper Harry Peek) made £13,459 from 748 kits, while *Defence* (Skipper Ron Slapp) made £12,040 from 580 kits.

The pocket trawler *Rosamonda* (Skipper Ken Beavers) also did well to make £6,410 from 284 kits.

Drift net probe plea

SOUTH Angus MP Andrew Welsh is to ask Scottish Under Secretary of State, Hugh Brown, to have a look at the whole position of drift net fishing for salmon.

This is especially since local fishing boat skippers in Arbroath are worried about possible harassment by Fisheries Board patrol boats.

Mr Welsh said in Arbroath: "The skippers are rightly concerned as during the month of January fishing is very lean off Arbroath. They will in many cases be close inshore using anchor nets to catch cod."

"The fishermen fear possible harassment by the Fisheries Board patrol vessels checking for illegal catching of salmon."

"I have already been given figures about the fines imposed on Scottish fishermen for illegal fishing for salmon by Mr. Brown. I intend to ask him to consider again the proposals from the Arbroath fishermen for a strictly limited licensed scheme, whereby Scottish fishermen could, over a set period, drift net for salmon at sea."

Mr. Ed Smith, president of Arbroath Fishermen's Association said last night: "There are already quite a number of anchor nets close inshore. Mr. Welsh is right when he calls January a lean period for catches and we don't want any harassment whilst legally fishing for cod."

SPRAT PRICES 'NOT SET YET'

CLAIMS that Irish fishermen are operating on a much lower minimum price for sprats than their counterparts in the UK (*Fishing News*, Dec. 23/30) have been denied.

Mr. C. W. S. Dyson, secretary of the Herring Buyers' Association, had said that British fishermen were asking for over £12 a cran, while in Southern Ireland they are selling at around £8.

A spokesman for the Irish

Fish Producers' Organisation told *Fishing News* this week that no price had yet been fixed in Ireland and there has been no directed fishing for human consumption.

Consultations

"We, in the IFPO, are in consultation with the buyers and exporters about conditions for this year's fishery. We are discussing a price not lower than £10 per cran and, if conditions warrant it, the

PO will be seeking an increase on that figure.

"It is not expected that the serious fishing will start here until the New Year and we are anxious that the fishery gets off the ground in a regulated fashion", added the spokesman.

The IFPO has been keeping in very close touch with the Scottish Fishermen's Organisation and the Anglo-Scottish Producers' Organisation about negotiations on the price of sprats for the human consumption market.

"It is our intention to ensure that there is no possibility of any buyer playing off one PO against another as regards the sprats", said the IFPO spokesman.

Aberdeen on top

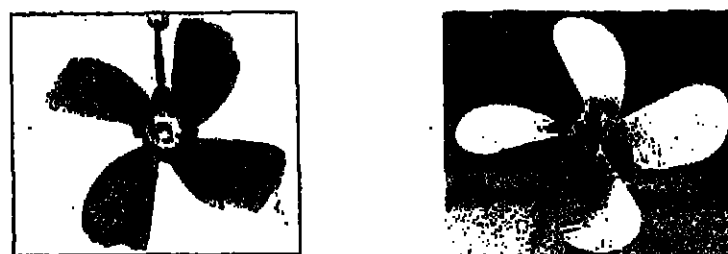
ABERDEEN has retained its title as Scotland's premier fishing port.

Aberdeen turned out an estimated 1,400,000 cwt. valued at a record £28,500,000 last year, while white fish landings at Peterhead were 1,237,976 cwt. £25,614,383.

The 1978 totals for Aberdeen were 1,500,000 cwt. and £22,500,000, while Peterhead landed 1,113,080 cwt. selling for £15,991,926.

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